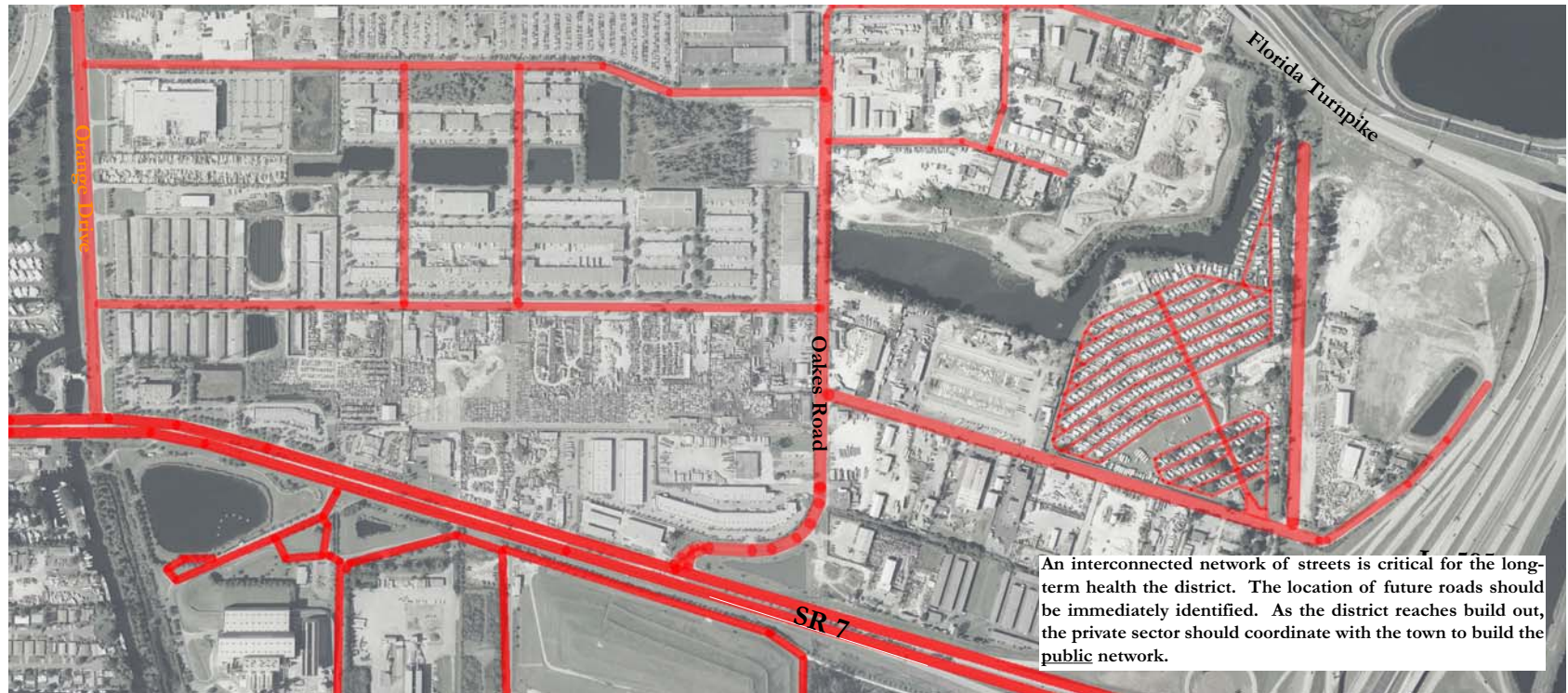




The Industrial/Research District

T R E A S U R E C O A S T R E G I O N A L P L A N N I N G C O U N C I L
I N D I A N R I V E R - S T . L U C I E - M A R T I N - P A L M B E A C H



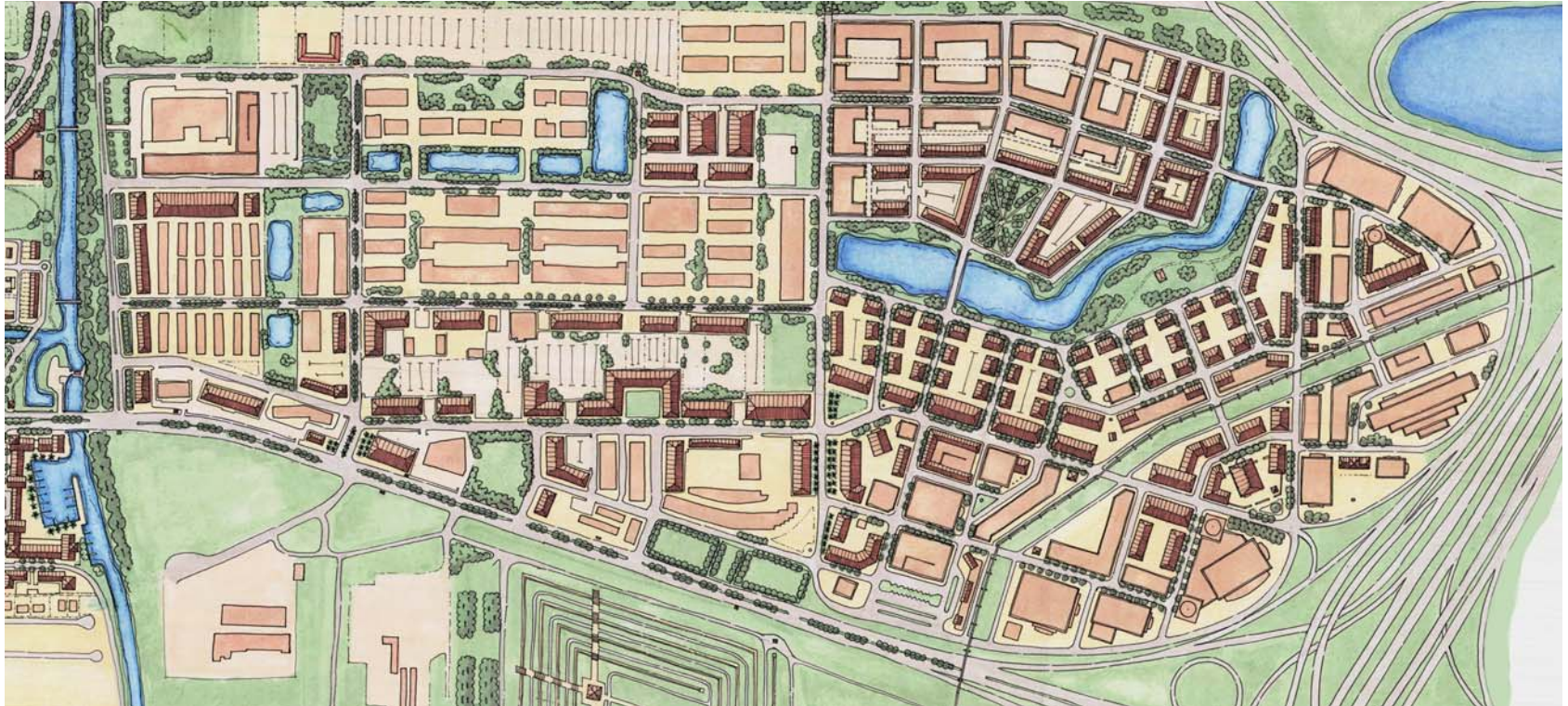
Aerial photograph of the existing industrial district with the existing street system serving the district highlighted in red.

EXISTING CONDITIONS

The existing industrial district is well located with access and visibility from I-95, I-595, and the Florida Turnpike. It also has close proximity to Port Everglades and the Ft. Lauderdale/Hollywood International Airport. The industrial district should be an attractive location for high value businesses such as the existing Andrx Pharmaceutical facility. Much of the land remains dominated by large, relatively low intensity uses such as automobile scrap yards and car lots. These uses should be viewed as transitional and could thrive at less valuable locations.

To a large extent, the underdeveloped status of the site is the result of two problems. The first is an inadequate internal grid system of streets that provides weak connectivity to the regional street network and surrounding neighborhoods. The second is design guidelines for development that are inadequate to assure quality development and an attractive location.

The area needs to better connect to surrounding neighborhoods and critical destinations outside of the area. Furthermore, a strong internal network of streets needs to be developed to support more intense levels of development without over-loading the existing system of arterial roads.



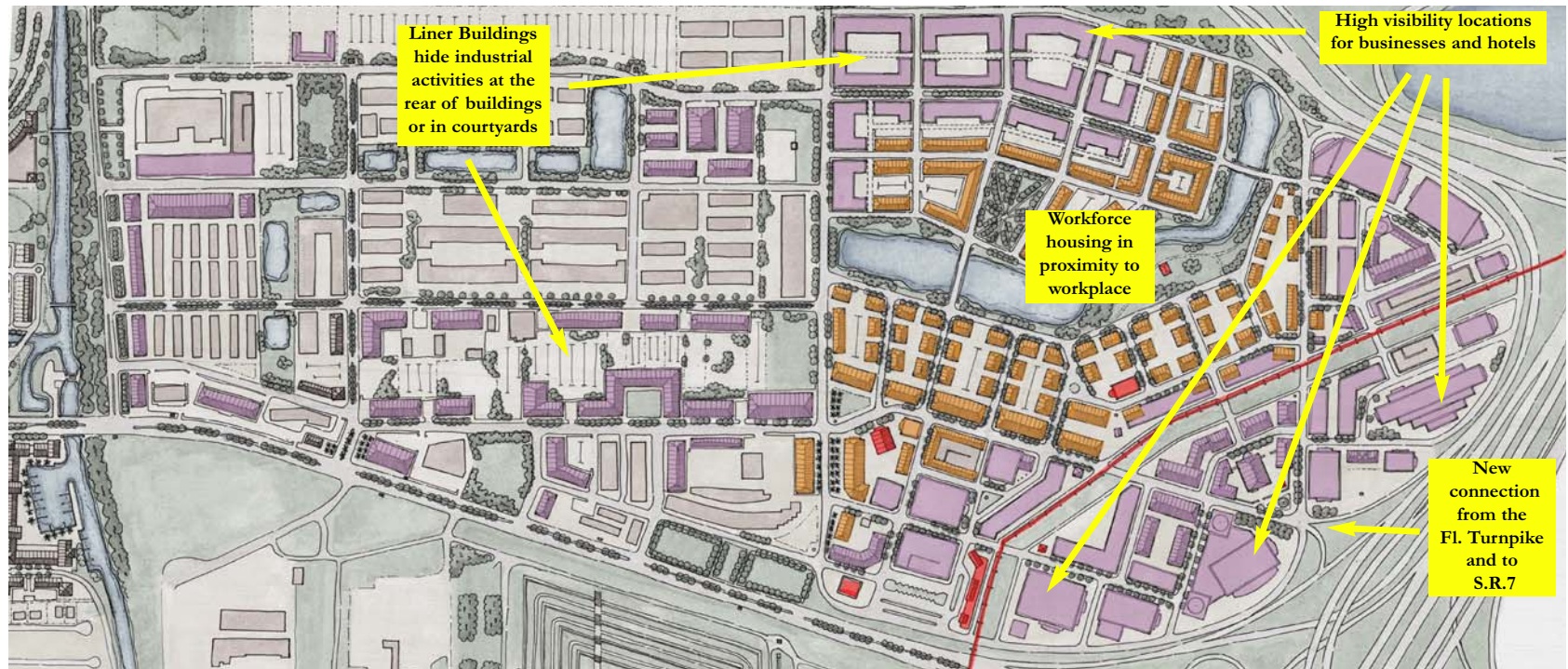
North End Industrial/Research District as proposed in the Citizens' Master Plan

REVITALIZED INDUSTRIAL/RESEARCH DISTRICT

The Citizens' Master Plan calls for the redevelopment of the existing industrial district as a much higher quality mixed-use industrial/research district, characterized by uses such as the Andrx Pharmaceutical facility. Beyond research and manufacturing facilities, the district is also envisioned to include commercial uses, hotels, small business space, and a large residential neighborhood that would be attractive to people working within the district.

The Citizens' Master Plan recognizes that better street connectivity and more attractive streets will need to be provided within the district for these sorts of businesses to be successful.

By providing a dense network of interconnected streets and giving attention to the location of buildings relative to the streets, the Citizens' Master Plan can accommodate a wide variety of workplace uses while providing assurance that any location within the district will be attractively developed and compatible with neighboring development.



The industrial research district showing new workplace and hotel sites in violet, residential in brown, and public buildings in red.

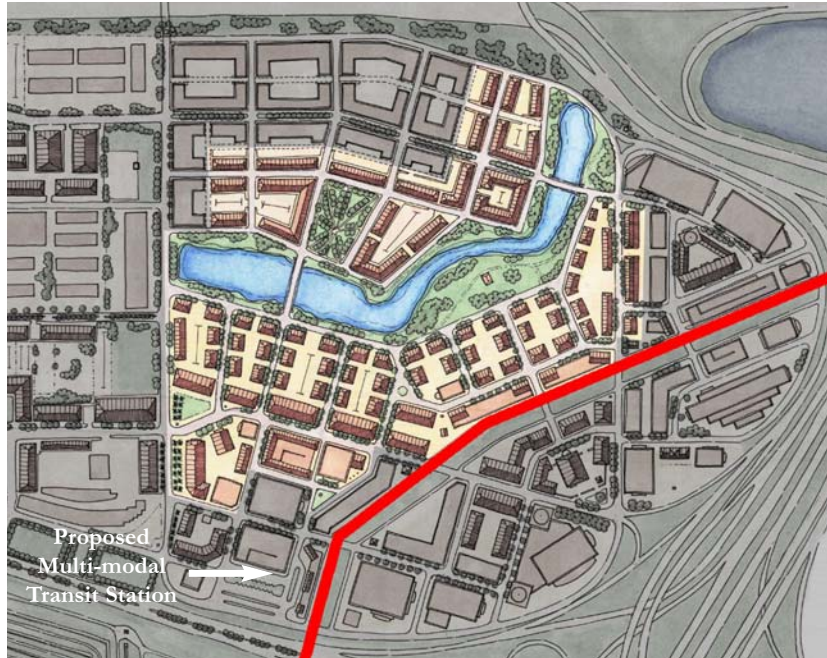
DESIGN CONSIDERATIONS

The two keys to the successful redevelopment of the district include the provision of a dense network of beautiful and interconnected streets and the design and location of buildings within the district to assure that unattractive industrial activities are kept to the rear of buildings, within courtyards, or along alleys.

Streets within the industrial district should be designed with the same care as any other street within a city. Buildings should be aligned along the street and fronted with sidewalks, street trees, and attractive

lighting. Buildings should have attractive faces on the street and provide on-street parking for visitors and customers. Most industrial uses have a storefront or office component as well as heavier industrial work space. The store front should face the street, and less attractive industrial activities should occur at the rear of the building or within courtyards.

This simple strategy assures that businesses that want to relocate into the district will find it to be a good corporate location. It also makes it possible for the district to accommodate the diverse range of complementary uses that will make it a strong competitive business location.

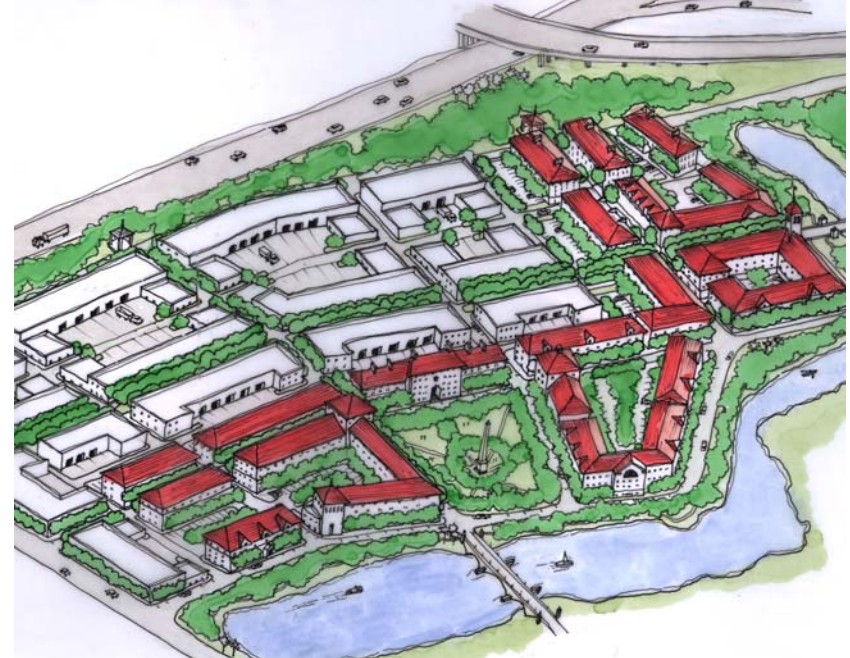


Location of the industrial district residential neighborhood in close proximity to the proposed multi-modal transit facility and surrounding workplace uses.

HOUSING IN PROXIMITY TO THE WORKPLACE

The Citizens' Master Plan calls for the transformation of the existing industrial district into an industrial/research district characterized by facilities similar to that of Andrx Pharmaceutical Corporation. Andrx Pharmaceutical facility looks like an attractive office building from the street and represents the type of industry the community wishes to attract.

As the area transforms and more jobs are made available, there will be increasing demand for quality residential in proximity to the workplace. The existing lake provides an attractive focal point for a new residential neighborhood that would be within walking distance of work and transit. The images above

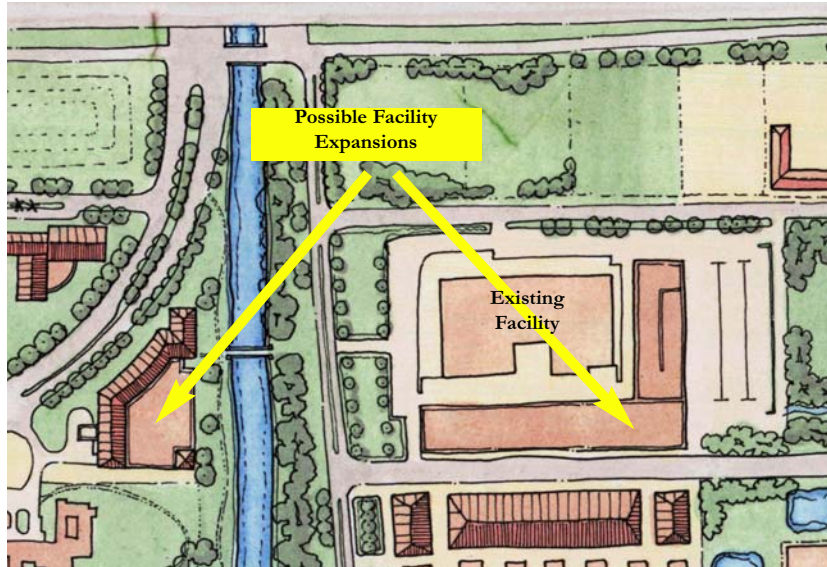


Aerial perspective of residential and work places uses west of the lake
With close attention to details, workplace and housing can be close to one another.

show the proposed location of the rapid transit line and the Citizens' Master Plan's proposed location for the multi-modal transit station.

A variety of multi-family residential units is proposed within the neighborhood. West of the lake, a series of courtyard apartment buildings is proposed. East of the lake, a mixture of small condominium buildings and apartments is proposed.

A neighborhood green is provided west of the lake, and a large waterfront park is provided on the east side. As proposed, these neighborhoods could provide a wide range of housing affordabilities to meet the needs of people working within the district and surrounding areas.



Andrx Pharmaceutical expansion as illustrated in the Citizens' Master Plan.



The existing Andrx Pharmaceutical site showing the possible expansion areas in red.



Existing Andrx facility

ANDRX PHARMACEUTICAL EXPANSION

Andrx Pharmaceutical Corporation represents the type of business that the community desires within the redeveloped industrial/research district. Andrx Pharmaceutical has encountered difficulties with a planned expansion of the existing facility. Two alternatives are provided within this report that could be pursued with the assistance of the Davie Community Redevelopment Agency.

The first option calls for acquiring land immediately to the east of the existing facility. An additional building would be added to front a new street that would divide the new property. A

parking garage would replace a portion of the surface parking lot.

The second option involves acquiring property south of the existing facility across the C-11 Canal. This property could be developed in phases and connected to the existing facility by a pedestrian bridge. Additional square footage would be added on the north side of the existing facility. Parking would be provided across the canal. Ultimately, the property south of the canal would include building space and a parking garage. Possible phasing of the expansion is illustrated on the next page of this report.

The bridged connection would allow for a pleasant short walk between the two properties.

If the objective of the Davie Community Redevelopment Agency is to encourage corporate users such as Andrx Pharmaceutical to locate within the proposed industrial/research district, every effort should be made by the agency to assist Andrx Pharmaceutical with its expansion plans.

Phasing plan for Andrx Pharmaceutical expansion



EXISTING CONDITION

In order to expand, additional property will need to be acquired. The easiest property to acquire may be the property south of the C-11 Canal facing Griffin Road. Griffin Road would provide visibility and access.



PHASE I

Additional space is added north of the existing building, and a bridge crossing of the canal is provided to connect a temporary surface parking lot. A covered walkway along the canal face is provided that would serve as a rain shelter and architectural design feature.



PHASE II

A building program is added facing the canal and fronting on Griffin Road. A portion of the surface parking lot is replaced with a parking garage.



PHASE III

An additional building program is added along Griffin Road fully shielding the parking garage from view. The parking garage is also expanded, and a building is added along the canal.

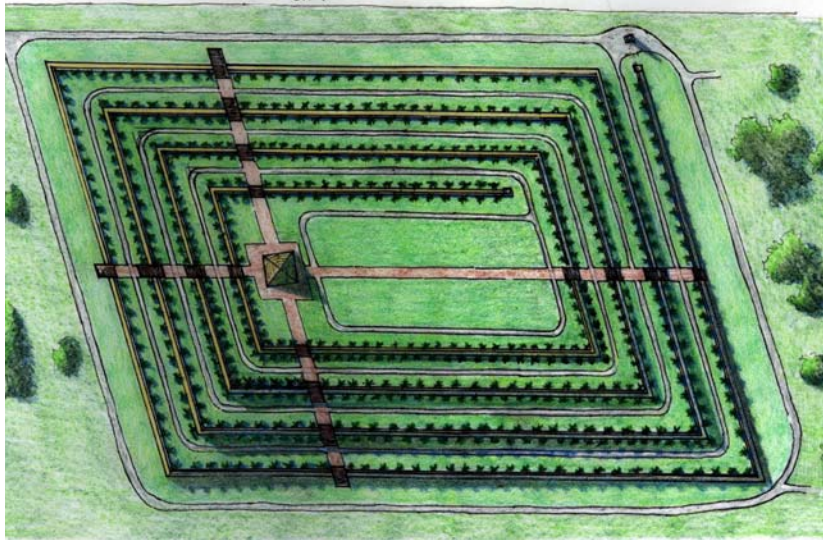


Waste to energy facility and landfill.

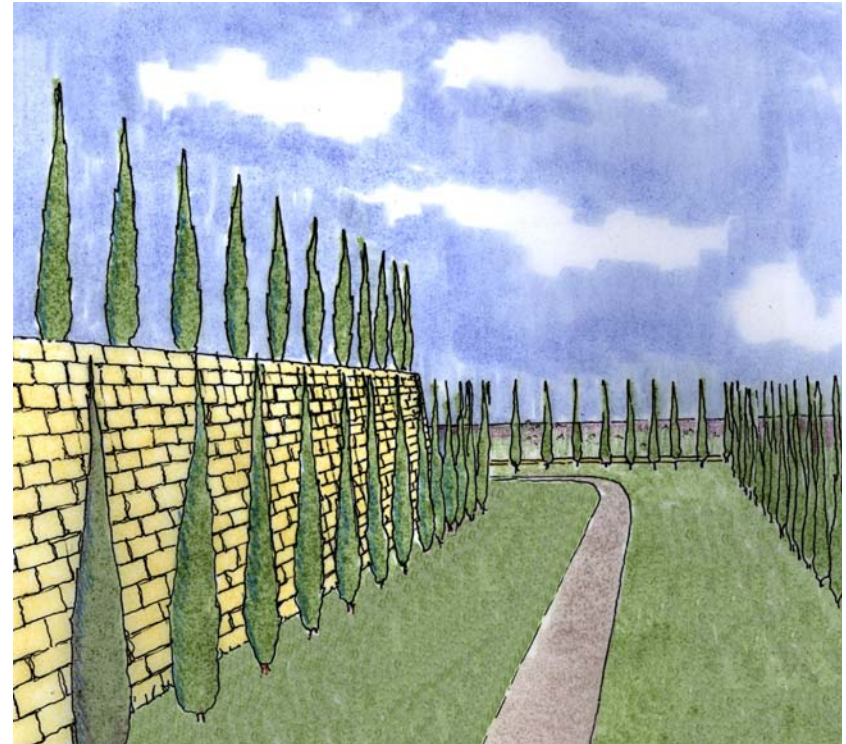
DESIGN CONCEPTS FOR THE RECLAMATION OF THE ASH LANDFILL

The waste to energy recycling facility located east of SR 7 and the industrial district includes an ash landfill that will be 145 feet high when it is completed. Early consideration should be given to the reclamation of this landfill as a beautiful and permanent feature of the SR 7 landscape.

During the charrette, it was proposed that the landfill be converted into botanical garden or cemetery with a wide and slowly inclining walled terrace that would spiral up around the hill gradu-



Ziggurat Design proposed for the closure of the ash landfill east of SR 7 would make a beautiful botanical garden or cemetery.



Ziggurat finished as a memorial cemetery.

ally reaching the high plain at the top. When constructed, the landfill would appear as a great terraced zigurat. The walled bulkheads of the terrace may increase the capacity of the landfill, and the result could represent a very powerful regional landscape feature that could be seen from miles away.

The wide terraces and plain at the top of the zigurat could become a beautiful botanical garden and park. Alternatively, the zigurat might be used as a memorial cemetery. One advantage of the cemetery would be that revenue would be generated to build and maintain the structure.